

and permit discrimination by public/private institutions and businesses against members of the LGBTQ+ community in various ways. Leaders in my home state of Illinois are working to protect the rights of members of the LGBTQ+ community. Unfortunately, not every state offers protection to everyone. I will continue to support my state's efforts and to advance federal efforts to promote equality and protect the civil rights of the LGBTQ+ community.

I encourage those in my home City of Chicago, my state of Illinois, and across our country to embrace Pride Month, join in advocacy for LGBTQ+ rights, and embrace equality. And, if you're in Chicago, I encourage you to celebrate Pride via a number of wonderful events, including Pride Fest, the Chicago Pride Parade, the Pride in the Park music festival, Navy Pier Pride with wonderful family activities, or the Proud to Run 5k/10k or half marathon.

HONORING LIEUTENANT ERIKA CASTELLUCCI AS A DISTINGUISHED LEADER IN CENTRAL FLORIDA FOR PRIDE MONTH

HON. DARREN SOTO

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2022

Mr. SOTO. Madam Speaker, Lieutenant Erika Castellucci is a true Floridian having been raised in South Florida. She graduated from Florida State University and worked as a senior legal assistant for the capital appeals division of the Florida Attorney General's Office. After a few years, she found a passion to take a more proactive approach and put herself through the Pat Thomas Law Enforcement Academy. While in the academy, she was recruited to join the Kissimmee Police Department, where she has risen to the rank of lieutenant after 16 years of service.

Lieutenant Castellucci proudly identifies as a lesbian and has been a member of the LGBTQ community for as long as she can remember. As part of her community outreach, she collaborated with The Center in Kissimmee as soon as it opened. Lieutenant Castellucci has been used as a member of the Kissimmee Police Department to highlight the progressive stance the City of Kissimmee takes for all LGBTQ members. She also served on the board for GOAL CFL for 2 years.

During her 16 years at the Kissimmee Police Department, Lieutenant Castellucci has never ignored opportunities to help other LGBTQ members in need. Having her own coming out story from growing up helped drive her motivation to assist anyone struggling to make sure they knew the resources available to them and at times just be an ear to listen to their own struggles. One of her proudest moments was having the opportunity to march in the 2021 Orlando Pride parade hand in hand with her fiancée as people showered all law enforcement with support. In those moments, it shows that we are all human with our own stories to be proud of.

HONORING NEAL EWALD

HON. JARED HUFFMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2022

Mr. HUFFMAN. Madam Speaker, I rise today in celebration of Neal Ewald as he retires from a long and productive career with Green Diamond Resource Company (GDRC). Mr. Ewald's 45-year career in the Northern California timber industry has been marked by efforts to improve timber management, environmental protections, and business practices.

Starting as a forester and logging engineer with Arcata Redwood Co. in 1978, Mr. Ewald went on to become the company's Resource Manager. He was then hired by Simpson Timber Co. as Resource Manager, and was later promoted to General Manager. In these roles, Mr. Ewald played a critical role in the acquisition of Arcata Redwood Co., as well as the development of Simpson's Habitat Conservation Plan for the protection of northern spotted owls. He was part of the team that restructured Simpson Timber Co. into GDRC, and was appointed vice president of California Timberlands in 2003.

During his time as vice president and General Manager of GDRC, the company adopted the ambitious Aquatic Habitat Conservation Plan, which guided timber practices to conserve several protected aquatic species. From 2008 to 2018, Mr. Ewald worked diligently with Western Rivers Conservancy to transfer 48,000 acres of sacred land to the Yurok Tribe. Mr. Ewald oversaw the refurbishment of California Redwood Co.'s chip export dock, an investment in Twin Creeks Timber and purchase of 350,000 acres in five southern states, and GDRC's Marten Safe Harbor Agreement and Forest Habitat Conservation Plan.

Promoted to senior vice president in 2019, Mr. Ewald helped GDRC acquire 293,000 acres in Montana, and form the Montana Timberlands Division and its Native Fish Habitat Conservation Plan. With a 90,000-acre expansion of Twin Creeks in 2021, GDRC now owns and manages 2.2 million acres in 10 states.

A consummate traveler, scuba diver, pilot, and family man, Mr. Ewald has served as a volunteer for numerous timber and agriculture advocacy organizations, and as a board member of Hospice of Humboldt, Humboldt State University, the Humboldt Area Foundation, and the Eureka Chamber of Commerce.

Madam Speaker, Neal Ewald's many contributions to the North Coast community as a leader for Green Diamond Resource Co. will leave a lasting impression for generations. Please join me in congratulating him on a prosperous career and an exciting and meaningful retirement.

AMERICAN PORT ACCESS PRIVILEGES ACT OF 2022

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 28, 2022

Mr. GARAMENDI. Madam Speaker, today I introduce the "American Port Access Privi-

leges Act of 2022," with my friend and colleague Congressman JIM COSTA (D-CA). The COVID-19 pandemic exposed the shortcomings in the international ocean shipping industry and the global supply chain. Congress must restore fairness at our ports for American exporters to help reduce the United States' longstanding trade imbalance with countries like mainland China. Our legislation seeks to do just that, building upon my bipartisan Ocean Shipping Reform Act of 2022 (Public Law 117-146) signed by President Biden on June 16, 2022.

Foreign-flagged vessels' access to the American market and its consumers is a privilege, not a right. Even during a global pandemic, multinational companies looking to offload foreign-made products at West Coast ports must provide opportunities for American exports in return. California's agricultural exporters, manufacturers, and other businesses are willing to pay to ensure their products reach emerging markets in the Asia-Pacific. Dozens of agricultural exporters have contacted my office reporting that ocean carriers simply refused to accept cargo bookings for American exports, instead sending containers back empty to East Asia as quickly as possible. Congress must ensure reciprocity in trade and the ocean shipping industry, which is dominated by a handful of foreign-flagged ocean carriers. Some of these foreign ocean carriers are effectively state-controlled enterprises.

Our "American Port Access Privileges Act" would correct the structural disadvantages facing American exporters at our nation's ports by rewarding ocean carriers that serve both importers and exporters. First, the bill would codify the current preferences for military, Jones Act, and other U.S.-flagged vessels in place at many major American ports. Second, the bill would establish a secondary berthing preference for ocean-going commercial vessels servicing multiple ports in the United States or with significant cargo bookings of American exports.

This new preferential berthing will reward ocean carriers that serve both importers and American exporters by moving those vessels to the front of the queue for unloading and loading. It will similarly incentivize ocean carriers to make second-leg voyages to ports like the Port of Oakland, which is critical for California's agricultural exporters. Any port authority seeking federal funding from the Maritime Administration's port infrastructure development grant program would be required to accept these berthing preferences.

However, our bill ensures that the new preferential berthing and port access for export carrying-vessels would never interfere with U.S. Coast Guard orders for commercial vessels, port safety, or collective bargaining agreements for port workers. I recognize that the international shipping industry is variable and that cargo bookings often change last minute, requiring ocean carriers, port operators, and maritime workers to remain flexible. That is why our American Port Access Privileges Act would require that export-carrying vessels seeking preferential berthing report cargo bookings at least 7 days in advance to port operators.

Lastly, our bill would authorize the U.S. Department of Transportation's Bureau of Transportation Statistics to collect data on berthing and cargo practices at U.S. ports. This will